Name of the Line	Owned by	Worked since	Reasons
1. Central Provinces Railway (worked by Central Railway)	Central Provinces Company Ltd.	27-3-1916	Working of this line is with Indian Railways right from its inception.
2. Bankura Damodar River Railway (worked by South Eastern Railway)	Bankura Damodar River Railway Company Ltd.	1-7-1967	As the working of these lines in private hands was proving more uneconomical to Government, the same was, therefore, taken over by the Government to minimise the working losses.
3. Ahmedpur-Katwa Railway (worked by Eastern Railway)	Ahmedpur-Katwa Railway Company Ltd.	1-7-1967	

(c) No, Sir.

(d) The agreements with these companies provide for an option, occurring at intervals of every 10 years, to purchase the line by giving 12 months' advance notice in writing. The matter was considered in detail in 1986 with reference to financial viability, availability of alternative modes of transport. It was decided not to exercise the option in view of the recurring heavy losses suffered by the Railways in working these lines.

Seminar organised on Four Decades of Development

902. DR. YELAMANCHILI SIVAJI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether it is a fact that the Ministry of Human Resource Development in collaboration with National Institute of Educational Planning and Administration had organised a three days seminar on "Four Decades of Development" and

(b) if so, what were the recommendations of the seminar and what is the reaction of Government thereto?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P. SHIV SHANKER): (a) A Review Conference on 'Four Decades of Development' was organised jointly by the Ministry of Human Resource Development and the National Institute of Educational Planning and Administration (NIEPA) at New Delhi from April 15—17, 1989, to review the achievements of the Ministry in various fields during the last forty years.

(b) The main recommendations of the Conference are as under:

(i) A mid-term review of the implementation of the National Policy on Education—1986 be undertaken as provided in the policy document itself.

(ii) A National Cultural Policy should be evolved by drawing upon the exquisite diversity of our heritage with particular accent on cul-

tural promotion for building up forces of integration in the country.

(iii) A National Nutrition Policy, in its most comprehensive form, as different from a food policy should be evolved.

(iv) The National Youth Policy should be implemented.

(v) A single department to deal with the whole child, including the delinquent child, child labour, the handicapped child, in addition to the concerns dealt with by the Department of Women and Child Development, should be brought into existence.

(vi) Greater status for, and empowerment of woman through health, education and employment.

(vii) Greater thrust in culture, sports and games to upgrade people's conscicusness and interest.

(viii) Greater involvement of voluntary agencies, Panchayati Raj Institutions and other local bodies to ensure people's participation in all the programmes of the Ministry of Human Resource Development.

(ix) Enrichment and allocation of resources for all sectors of Human Resource Development particularly education, to fulfill the constitutional obligations of universalisation of elementary education and the targets set out in the National Policy on Education and the Programme of Action—1986.

(x) Special Programmes for scheduled castes, scheduled tribes, women, educationally backward minorities, weaker sections and the handicapped in all sectors of Human Resource Development *viz.*, Education, Culture, Arts, Youth, Sports and Women and Child Development.

The above recommendations will be kept in view at the time of formulation of Eighth Five Year Plan.

Construction of bridges in Andhra Pradesh

903. SHRI GOPALA RAO, RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that construction of a number of bridges were taken up in Andhra Pradesh during 1983 to June 30th, 1989;

(b) what is the present position of those bridges and the amount spent by Central Government and State Government;

(c) what is the number and details of the proposals received by the Ministry from the Government of Andhra Pradesh for the construction of bridges since 1983;

(d) what is the number of proposals sanctioned, rejected and pending; and

(e) what are the reasons for which the proposals have been rejected or are pending?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) 17 road overbridges were taken up. 8 were completed and work is in progress on 9 bridges. Information regarding the amount spent by the Railways and the State Government on these works is being collected and will be laid on the Table of the Sabha.

(c) Proposals for construction of 26 road over/underbridges were received by the Railways from the Government of Andhra Pradesh since 1983. The locations of these bridges are Bhimavaram, Vikarabad, Nidadavolu, Kavali, Nandyal, Jangaon, Ajitsinghnagar; Lalapet, Dabeerpura, Umdanagar, Thimmapur, Ghatkesar, Fateh Nagar; Adikment; Sitafalmandi, Mahaboobnagar, Ongole, Manchiryal; Palakol; Pendurthi; Vishapatnam (2 nos.), Kalingapatnam (2 nos.), Vijayanagaram and Rambhadrapuram.